

Approved For Release 2002/07/02 : CIA-RDP73B00296R000300210005-1

SENDER WILL CHECK CLASSIFICATION TOP AND BOTTOM					
UNCLASSIFIED		CONFIDENTIAL		SECRET	
<b>OFFICIAL ROUTING SLIP</b>					
TO	NAME AND ADDRESS		DATE	INITIALS	
1					
2	7D43 Hg				
3					
4	File				
5					
6					
ACTION		DIRECT REPLY	PREPARE REPLY		
APPROVAL		DISPATCH	RECOMMENDATION		
COMMENT		FILE	RETURN		
CONCURRENCE		INFORMATION	SIGNATURE		
Remarks:					
FOLD HERE TO RETURN TO SENDER					
FROM: NAME, ADDRESS AND PHONE NO.				DATE	
				3-26-71	

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INTERNAL USE ONLY

OLC 71-0187  
DD/S&T 868-71

23 March 1971

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MEMORANDUM FOR: [REDACTED]

1. Attached is the result of some electromagnetic reflectivity tests conducted by [REDACTED]

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2. [REDACTED]

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[REDACTED] has been promoting the use of a molded aircraft by the Agency for reconnaissance purposes emphasizing its potentially small radar cross section. You may like to keep the attached in mind in case the proposal for the use of the aircraft or the material of which it is fabricated comes to your attention through other channels.

2. He recently called describing improvements that had been made in further reducing the reflectivity. The test results, while far from definitive, indicate that only 10db or so reduction might be expected from the aluminum-filled aircraft skin. Since aircraft cross sections are typically large, even a reduction of this order would not significantly move the vehicle toward complete radar transparency. Adding propellers, cameras, control wires, antennas, etc., would further minimize the effect of the reductions which might be achieved through reducing the reflectivity of the skin.

STAT

[REDACTED]  
Special Assistant to the  
DD/S&T

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cc: [REDACTED]